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DIRECTIONS

FOR THE
GULPH AND RIVER
OF

ST. *LAWRENCE*,

WITH

SOME OCCASIONAL
REMARKS.

PHILADELPHIA:

Printed by WILLIAM and THOMAS BRADFORD,
at the *London Coffee-House*.

M,DCC,LXXIV.



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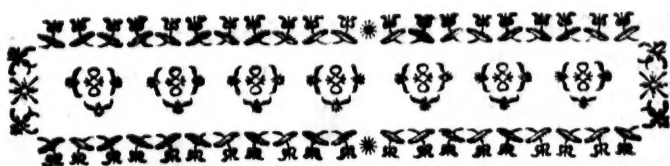
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S T. L A W R E N C E.

*The Course that should be steered from CAPE
NORTH and the ISLE ST. PAUL, when bound to
QUEBEC.*

BEING a League from the Isle St. Paul,
the Course is N. W. half N. about eighteen
Leagues for to weather the *Bird Isles* and *Isle Byron*;
after which, you must steer N. W. until you make
Gaspee or *Cape Rosier*, which you will certainly do
by steering that Course. They compute the Dis-
tance from *Cape North* to *Cape Rosier* 65 Leagues.

From *Cape Rosier* you must steer W. N. W. for
to weather the most westwardly Point of *Anticosti*,
which is very bad; you must steer that Course 20
Leagues, after which, you must steer W. till you
weather the *Seven Isles*, then you can anchor eve-
ry where within them, in what Water you please;
10 Leagues further W. is the Harbour of *Trinity*,
on the North Coast, a very good Harbour for all

forts of Ships.—You must endeavour, as much as you can, to keep the Northern Coast on Board. From *Trinity Harbour* you must steer W. S. W. for the *Isle of Bic*: No Anchoring till you come there, taking heed of the Shoals of *Manaconagan*, which are very dangerous; 15 Leagues from *Trinity Bay*, but making a W. S. W. Course good, you have nothing to fear.

The *Isle of Bic* is a clear Road; there's a good Passage on both Sides to the Northward and Southward, and good Anchorage all about it, from 12 to 15 Fathom, black muddy Bottom. From this Isle, you must have the Flood along with you before you set sail, if not, you must have a good gale of Wind to stem the Ebb, which ebbs seven Hours and flows five. From the *Isle of Bic* you must continue your Course W. S. W. to the *Isle of Liever*, or *Hare Island*; but you must take good Care not to come nigh the Shoal of *Green Island* and the *Isle of Rouge*, or *Red Island*, which you must pass between. As the Current, at the beginning of the Flood, sets over on *Red Island*, and when the Flood is done, sets on the Shoal of *Green Island*, therefore you should endeavour to pass them at half Flood, the Current then running you amid Channel; here's the most dangerous Place below the *Traverse*; you must always observe to Steer well to the W. S. W. from *Hare Island*, there the Anchorage is called the *Brandy Potts*, or *Noggin of Brandy*.

From the Islands of *Kamourascas* you must steer N. N. W. for the *Isle of Coudre*, which you keep to the Northward; or with great Ships, you may anchor at the westward-most End of it, near the Meadows, in ten Fathom, good holding Ground.

From

From the *Isle of Coudre* you must steer W. S. W. to *Cape Torment*, which is 8 Leagues from *Isle Coudre*. More to the W. S. W. there is good anchoring all along the Coast, as far as *Cape Torment*, and you are then to observe these Remarks.

You are to range so near *Cape Torment* as to be within Musquet shot, till you can discover two Trees, which are on the *Isle Madam*, about the Middle of it, which is to the Southward of *St. Vasse*, then they appear as two Masts of a Ship; you must steer so as to keep them in the same form, you must not alter the Course, as the Current is so very strong, observing always to keep these two Trees in the same position, until you have Sight of two Towers which are on the *Isle of Orleans*, as soon as they appear to you, the one by the other, you must steer right up above, and you will find no less than seven or eight Fathom Water: Keep the *Isle of Orleans* on Board, as the South Shore is not clear.

When you perceive the Tower of *St. Lawrence's* Church, which is three Leagues from *Quebec*, you must take Care to avoid the Shoal which runs out half a League in breadth, you then steer middle Channel until you weather this Point, after that you may range the *Isle* to the End; when you come to the *Bay of Strength*, from whence you see the Town, steer then N. W. until you see the Great Church, which is on the Side you leave to the Westward, as you sail to the Town.

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DIRECTIONS, &c.

BIRD ISLANDS *and* ISLE BYRON.

*** SLE BYRON bears from *Cape North*
* I * N. N. W. 5° N. and S. S. E. 5° S.
* * Distance 17 or 18 Leagues; *Bird Islands*
*** bearing N. W. by N. at the Distance of
a League, being then in a Line with each other.

Isle Byron is high in the Middle, and may be seen at the Distance of 5 or 6 Leagues: The North Part of this Island bears with the *Little Bird Islands* E. 5° and W. 5° S. by the Compass, at the Distance of 5 Leagues.

Bird Islands, of which there are two, lying about two Cables length from each other, between which there is no Passage, the Sea breaking quite a-crofs from one to the other. These Islands are almost Round and flat at the Top, the largest being about one fourth of a League in Circumference, and has a very broken Cliff; they are tollerable high, and may be seen in closs Weather 7 or 8 Leagues.

REMARKS.

R E M A R K S.

Sounded, and had 30 Fathom Water, a red sandy Bottom. Ranged those Islands at common Shot in passing to the Northward: Sounded continually, and found not less than 20 Fathoms, a rotten rocky Bottom.

People were persuaded a long Time that there was no Passage between *Bird Isles* and the *Isle Byron*, imagining that there was Chain of Rocks from one to the other.

"A King's Ship, in 1757, going from *Quebec* to *France*, finding herself near the *Isle Byron*, the *Isle* being a head of them 5 Leagues, sounded, and had 50 Fathom Water, sandy Bottom; the Wind being Southwardly; would have made them go a great way to Leeward, in order to pass the Northward of *Bird Isles*, therefore, they came to a Resolution of attempting a Passage between them, keeping a little nearer the *Isle Byron* than to *Bird Isles*, and as soon as *Bird Isles* came to bear E. S. E. found 15 Fathoms, then 12, and when directly between the *Isles*, at one cast of the Lead only, 11 Fathoms, then the Water deepened to 15, 18, and 20 Fathoms. We are assured this Passage is very safe, and that it hath been even turned through, and no less than 11 or 12 Fathoms found."

After having quitted *Bird Isles*, steering N. W. in search of *Cape Rosier*; the aforesaid *Bird Isles*, bearing S. S. E. six Leagues, we sounded and found 43 Fathoms, rocky and shelly Bottom. From thence, steering N. W. two Leagues and a half, sounded and had 58 Fathoms, intermixed with black and red Sand; continuing the same Course three Leagues, had 60 Fathoms, the same sort of Bottom; then steering N. W. three Leagues, N. four Leagues, sounded, and had 6 Fathoms, fine red sandy Bottom. The *Isle Byron* bearing S. E. thirteen or fourteen Leagues by estimation, from this Place; steering N. by W. two Leagues & a quarter, sounded, but had no Bottom; from thence one may judge the Extent of the Soundings of *Bird Isles*, in the above Directions; and the Chart in general, only makes it two or three Leagues; what has been above advanced proves it to extend thirteen or fourteen Leagues.

GASPEE, SPLIT-ISLAND, GOOD FORTUNE ISLE,
CAPE ROSIER, and the ISLE ANTICOSTI.

Gaspée lies in $48^{\circ} 42''$ N. Latitude. From *Bird Isle*, the Course is N. W. 37 or 38 Leagues; tho' Charts make it 43 or 44 Leagues, you may sail
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ORTUNE ISLE,
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by *Flat Isle*, within Musquet Shot as it is very bold to that distance, where you will find from 25 to 30 Fathom Water. In approaching *Good Fortune* and *Split Isles*, you will find no Bottom at 60 Fathoms, and that for more than half a League; but being within that, you will find 45, 40, 35, 30, 25, and 22 Fathoms, a rocky Bottom.

R E M A R K S.

Anchored in *Split Isle* Road in 22 Fathoms, small gravelly, and rocky Bottom. *Flat Isle* being N. or N. by E. distance three Leagues. The South Point of *Good Fortune Isle* bearing S. by E. one League and a half; and the N. Point of said Isle S. E. by E. half a League. *Cape Despair*, S. by W. six Leagues. And *Cape Budge* S. W. by W. half a League: This Road is not good, consequently should not be made Use of, but in case of Necessity, viz. to wait for a favourable Wind, &c. It is a hard rocky Bottom, and full of Anchors which Fishing Vessels have left behind them

Being opposite the Entrance of *Good Fortune Isle* and *Point St. Peters*, about three Leagues from *Gaspée*, we remarked that the Current runs strong to the Southward. All the Land hereabouts appears high, and the Shore is full of white Cliffs.

Having *Cape Gaspée* W. S. W. Distance two Leagues and a half, observed a Current which run to the S. W. until we were four Leagues off the Land.

N. B. That a perfect Knowledge of the Currents on this Coast, would be of the greatest Consequence for the safety of Navigation.

From *Cape Rosier* to the middle of *Cape Anticosti*, which is a Point of that Isle that approaches nearest the aforesaid Cape, and which, Forms the *Entrance* of the RIVER ST. LAWRENCE, the Course is S. W. by W. and N. E. by E. by the Compass, distance 14 or 15 Leagues; you may keep what distance you please, both from the Main and the *Isle Anticosti*, as they both are very bold. You will find Soundings off the *Isle Anticosti* about one League and a half, which is very useful in a Fog: There is no danger in keeping either the middle,
 B one-third

one-third, or one-fourth of the Channel, be it opposite our *Lady's Paps*, or in sight of *Mount Poles*.

R E M A R K S.

In turning opposite the Middle of *Anticosti*, at the Distance of four or five Leagues from the South Shore, remarkable that the Ship went much faster to the Southward than to the Northward.

Being two Leagues from the *Isle Anticosti*, the River of *Good Succour* bearing E. S. E. sounded and had 45 Fathoms, sandy and muddy Bottom; N. W. one League and a half from *Anticosti*, sounded and had 22 Fathoms, rocky Bottom; and at four Leagues from said Isle, sounded and had 180 Fathoms, muddy Bottom. It would be of infinite Consequence to know exactly the extent of the Soundings from the *Isle Anticosti*, as by that Means you will always know in foggy Weather, as well your Distance from the Land, as your run to the Southward.

Observations in the River ST. LAWRENCE.

MOUNT LOUIS.

Mount Louis are Mountains, pretty high, and far advanced within Land, which have a gradual slope towards the Sea, and in which appears four or five Hollows or Valleys, from which runs as many little Rivers. Over *Mount Louis* you may see our *Lady's Mountains*, which are still higher.

Each of the above little Rivers have their particular Names, and it is even said, that some of them have a sufficient depth of Water for the admission of large Ships.

This Land is in Latitude $49^{\circ} 25''$, North, and *Mount Louis* bears from the *Seven Islands*, North and South.

R E M A R K S.

Being opposite *Mount Louis*, at two Leagues and a half from the Shore, sounded and could find no Bottom with 150 Fathoms.

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thoms. It would be very essential for the Navigation of this River, to be well acquainted with the Rivers of *Mount Louis*; also, with the just extent of the soundings of that Shore, tho' it would Stretch off no more than half a League, particularly in foggy Weather.

EGG ISLAND, CROOKED ISLAND, and FAMILY COVE.

Egg Isle bears with *Crooked Isle* N. E. by N. and S. W. by S. Distance about three Leagues: From *Egg Isle* there is a Ledge stretching off S. E. by S. two-thirds of a League.

R E M A R K S.

Anchored a League above *Egg Island* in 25 Fathoms, sandy Bottom; near which Anchorage, is a River commodious for Watering. It is pretended there is a sunken Rock three or four Leagues from *Egg Isle* to the S. E. for which we have no certain Authority.

Having anchored near *Crooked Isle*, the S. Westward most of the two, leading N. one quarter or two-thirds of a League, and *Trinity Point* S. W. by W. in 30 Fathoms, fine brown sandy Bottom. In coming to this Anchorage at two Leagues from the Land, you have 45 and 50 Fathom Water, but the Depth gradually deepens as you run in it. Within a quarter of a League of the Land you have 30 Fathoms, and directly between the two Isles there is not less than 40 fathoms and a half Water.

In going from the Island to the S. W. within Cable Length from the Shore, there is six or seven Fathoms.

Crooked Islands, are two little Points, joined to the main Land on the North Side by two lee Necks of Land, they form a Cove at the Entrance of which, there is four Fathoms and a half Sandy Bottom.

It is necessary to know, that if you are three or four Leagues to the S. W. towards *Egg Island*, that the Soundings do not stretch off so far, and when you find 55 Fathoms Water, you will be very near the Land.

The Anchorage off *Crooked Islands* is good enough for a westerly, W. S. W. or a S. W. Wind, but not safe for a N. E. Wind.

R E M A R K S.

Point Caronit from that of *Trinity* bears N. E. and S. W. the Charts give too much depth of Water to that Bay, in which are *Egg Isle*, the River *Penticost*, and *Point Caronit*; *Trinity Cove* is half between the Point of that Name and *Crooked Island*.

We are assured there is no Kind of Danger round *Trinity Point*, though in most Charts, you will find a Bank which appears very Dangerous. Having anchored near *Trinity Cove*, the larboard Point of the said Cove bearing N. W. half a League, *Point Trinity* S. W. *Crooked Isles* N. E. about two Leagues, in 19 Fathoms, fine brown sandy Bottom. At the Distance of two Cables Length and a half from the Shore, there is a Chain of Rocks, many of which shew themselves above Water, and the Bottom is even rocky, until you are as far off from the Shore as 25 Fathoms; the Anchorage appears opposite the Cove to be in 12 or 14 Fathom Water.

This Anchorage is only useful to a W. W. S. W. and S. W. Wind, but entirely open to a N. E.

Having anchored near *Crooked Isle* and *Trinity Cove*, observed that there is no certain Rule for the flowing of the Tides; some say it flows three Hours, but that doth not agree with the different Observations made there.

It appears by the Shore, that the Tide rises there sometimes ten or twelve Feet, but most commonly five or six Feet only; the Tide of Flood is scarcely perceptible, but the Ebb is pretty considerable, and runs as the Shore does, viz. N. E.

MATANES PAPS, MANICONAGAN LEDGES, &c.

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they are very near each other, and do not appear to be far distant from the Shore. The Land between them and the Shore is low, and they are not well to be distinguished, until you bring them to bear South of you. They bear nearly N. and S. with *Maniconagan Ledges*. *Maniconagan Ledge* stretches off the Shore two Leagues, and is every where dry at low Water. There is no Soundings from it, having 45 and 50 Fathoms close to the Edge of the Ledge, and 100 Fathoms at half a cable's Length of it. This Ledge is ten Leagues from Point *Trinity W.* by S. The Extent of that Ledge is not exactly known.

You must take particular Care of the Tide of Flood, which runs with great Rapidity. The Tides on the Coast are not regular.

OBSERVATIONS ON THE SOUTH SHORE.

Cape Chatt bears with the Point *Matane W.* by S. 5° S. and E. by N. 5° N. *Cape Chatt* is the next Cape to the Westward of *Cape St. Anns*, and hardly advances any Thing to the Northward, but may be easily known by its Figure, which much resembles a Dish Cover. In Order to distinguish it clearly, you must approach it at least within two Leagues, as the Elevation of the high Land hinders you, otherwise from discerning it. There is a little River to the Eastward of this Cape about the Distance of a League. The Distance from *Cape St. Anns* to this Cape is about ten Leagues.

From this Cape in ranging the Coast to the Westward, the Land is much flatter than it appears to be to the Light, occasioned by the tall Pines which it is covered with.

REMARKS.

R E M A R K S.

A Navigator, in sailing along the South Shore, after he had passed *Cape Chubb*, Reports, that he touched on a Rock which bore E N. E. five Leagues from the Mountains of *Matane*, and on which there are four Fathoms at High Water; a little without the Rock there are six Fathoms, rocky and shelly Bottom; and a little further out you will find twenty Fathoms, muddy and sandy Bottom.

Point MATANE bears with *Isle Barnaby* S. by N. and W. by S. Distance about 22 Leagues from *Cape Chubb* to the above Isle.

On the South Shore, from three Leagues above *Cape Rosier* to *Matane*, you ought not to approach the Shore nearer than 45 Fathoms Water, and then you will be within three quarters of a League of the Land. If thick Weather, you should fire Cannon every half Hour, and you will be able to judge by the Echo nearly the Distance from the Land.

From *Matane* to the *Isle Bic* you may venture into 30 Fathoms Water. All this Coast is low and very even, and you may anchor from *Matane Cove*, which is N. and S. from *Maniconanigan Ledge* in 20 Fathoms Water, at the distance of half a League from the Shore.

MOUNT CAMILLE, ISLE ST. BARNABY, AND
ISLE OF BIC.

Mount Camille is a round and higher Mountain than the rest back, inland four or five Leagues. The Land between it and the Shore is low, and bears with *Point Trinity* S. W. 5° W. and N. E. 5° E. The Manner whereby it is disengaged from

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R E M A R K S.

There is good Anchorage all along the Coast, therefore we will not take Notice of every Anchoring place that may be made Use of, but will select those which may have the preference of the rest. *First.* Anchoring in 21 Fathom Water, muddy and sandy Bottom; one League and a half from the Shore, having *Mount Camille S.* or *S. by W.* from us, and the *Mountain du Bic W. S. W.* seven or eight Leagues; sent the Boat to sound towards the Shore, and found 15 Fathom Water, brown sandy Bottom, at half a League from the Land; at a quarter of a League, 12 Fathoms, and lastly, within Musquet Shot 5 or 6 Fathoms, same Bottom and the Shore very safe.

Remarked, that when at Anchor in this Place, found a Current below running to the N. E. but very inconsiderable: The Currents in the Month of *June* and *July* are very strong, by Reason of the Snow's melting.

Second. Anchored three Leagues off the Shore to the Northward of *Mount Camille* in 27 Fathoms, muddy and sandy Bottom. *Le Bic* bearing W. S. W. about seven Leagues: Remarked that the Ship did not tend up with the Flood, though a Spring Tide, by which you may judge that the Tide of Flood is not very strong on the South Shore. Sent the Boat to sound at half a League from the Shore, had 20 Fathom Water, and a good Bottom; at a quarter of a League, 12 Fathoms; and at half a quarter of a League, 10 Fathoms.

Third. Anchored on the South Shore, *Mount Camille* bearing S. 5° W. one League from the low Land on the Sea Shore, on which there is nothing remarkable, in 18 Fathom Water, muddy Bottom.

It is only a Breast of the little *Isle Be-uit*, and on the off Side of the Rocks, stretching off from the *Isle Bic*, where you will find no Soundings, though very near them. There is very good Anchoring between the *Isle Bic* and *Cape Original* for a N. E. Wind; but as the Anchorage is also good to the S. W. large Ships prefer it, as it is more Convenient for getting under sail with the Wind at W. S. W. or N. W.

APPLE ISLE, BASQUE ISLAND, &c.

From the west Part of the *Isle Bic* to the *Isle Basque* the Course is S. W. by W. and N. E. by E.
Distance

distance 5 Leagues and a half. This Isle is about a League long, but narrow. There is good Anchorage between the *Isle Bic* and *Basque Island*, and about one League without the Ledge, which runs all along this Shore about half Way between those two Isles; there are two little round and flat Isles very near the main Land, called the *Bumpers*, and it is not safe to approach them nearer than 20 Fathoms Water.

R E M A R K S.

Anchored one League from the *Bumpers*, bearing South, 24 Fathoms, a redish sandy Bottom.

Parting from the above Anchorage, and steering for the East End of the *Isle Basque*, until the aforefaid East End bore S. W. 6° S. at a short half League Distance from it, found from 23 to 14 Fathom Water, and every where good Ground for anchoring. In approaching near the said *Isle of Basque*, and ranging the North Side thereof within the Distance of one-third of a League, still found nine Fathoms, and to a Cables length of the said Isle there is four Fathoms, a rocky Bottom, the same Depth continued until you are a-breast of a Rock sometimes covered at high Water, which bears W. by S. from *Basque Island*: Close to which there are from four to two Fathom Water, rocky and uneven Bottom; to the Northward of said Rock, at the Distance of half a Cable's length, there are four Fathoms and a half, muddy Bottom.

N. B. We are assured that there is good anchorage to the S. W. of the *Isle Basque*, and in which Ships may be excellently sheltered from the N. E. Gales: We are not yet sufficiently acquainted with this Anchorage, but it would be of great Use to have it known.

Apple Island. From the East End of the *Isle Basque* to *Apple Isle* the Course is W. S. W. and E. N. E. Distance one third of a League. *Apple Island* is about half a League long.

R E M A R K S.

Having anchored near *Apple Isle*, the North Part of *Green Isle* bearing S. W. by W. about three Leagues, the S. E. Part of the

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 of the Ledge stretching from the *Isle of Basque* S. E. by S. two-
 thirds of a League, in 20 Fathom Water, a gray sandy Bottom.

THE SHEPHERDESSES AND BUSTARD BAY.

Along the North Shore, a little above the *Great Sheperdefs*, at half a League Distance from the Land, you can find no Soundings; there is however Anchorage at the *Great Sheperdefs* opposite a little white Cliff and a Sandy Cove, but is so near the Shore, and of so small a Scope, that it ought to be regarded as a bad Place. Anchorage in *Bustard Bay* on the N. Shore, having *Point Tadonfac* S. W. by W. 5° W. two Leagues Distance the E. Point of *Little Sheperdefs* which will shut in that of the *Great*, N. by E. 4° E. in 30 Fathoms Muddy Bottom. About a quarter of a League from the Shore, distance two Cables off is a Chain of Rocks.

R E M A R K S.

In searching for the anchoring Ground afore-mentioned, you will have no Soundings in the middle of *Bustard Bay*, until you shut in the Point of the *Great Sheperdefs* behind the Point of the *Little Sheperdefs*, then you will find 45 Fathoms, and immediately after 30 Fathoms, so that you cannot find Soundings until you be near the Land, and then it Shoals very quick.

Though this Anchorage is very near the Land, yet it doth not appear bad, as there is very good holding Ground, and the Land high, which shelters you from the heavy Gusts which come off from the Shore.

ROCKY BANK, *between BUSTARD BAY and the anchoring off*
 BANDE'S MILL.

Having anchored in *Bustard Bay* in 23 Fathom Water, muddy Bottom, being but one quarter of a League from the Land, *Point Tadonfac* bearing S. W. two Leagues, the *Isle South* two Leagues, and the East Point of the *Little Sheperdefs* N. E. Sounding about the anchoring Ground, found a rocky Bank a small Musquet Shot to the S. W. of us, and stretching towards the S. W. of *Bustard's Bay*, the Water thereon appeared a little
 C reddish;

reddish; standing to the Southward to the Distance of one League from the Land, found no more than nine Fathom Water, and in approaching the Land from thence ever so little, fell at once into four or five Fathoms at high Water, so there can remain but two or three Fathoms at low Water. This Bank is very dangerous when in search of the Anchorage at *Bunde's Mill*; it is not yet known how far it stretches along the Shore to the S. W. what has been founded so, is more than one-third of a League in length.

GREEN ISLAND, AND RED ISLE.

From the East End of *Apple Isle* to *Green Island* is one League and a half E. by N. and W. by S. *Green Isle* is about two Leagues long; it is pretty high, and hath thereon a Quantity of dead dry Trees. There is a Ledge of Rocks stretching off from the N. E. End thereof, one quarter of a League. When you are a-breast of the S. W. Point of this Isle, at half a League Distance, you will see over that Point a high Land on the South Shore, called *Caenpee*, you may range along this Isle within half a League of it; it is very bold too, excepting the little Ledge we have already spoke of.

You may anchor to the N. E. of *Green Isle*. The body of the Isle bearing S. W. 6° S. one and a half League, and the Middle of *Apple Island* East half a League, in 18 Fathoms Gravelly Bottom.

Between *Green Isle* and *Red Isle*, you may turn to Windward, for the Channel is large, and you may approach *Green Isle* to 13 or 14 Fathoms Water, and then you will be half a League from the Land; but when you are a-breast of the Middle of that Isle, you will find no Soundings untill you
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are too near the Land, therefore you must be on
your Guard against that. From the S. W. End
of *Green Isle*, there is a Ledge of Rocks which
stretches to the S. W. half a League, and at the
End of this Ledge there is a Rock which shews it-
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Anchored near the South End of *Green Isle*; the Rock be-
fore-mentioned bearing S. W. by S. three quarters of a League,
Tankard Isle W. S. W. and *Red Isle* N. N. W. being one
quarter of a League from the Land, in 25 Fathoms, gravelly
Bottom; sounded from the Anchorage to the Land, and found
to within a Cable's length from the Shore from 27 to 17 Fathom
Water; in coming a little nearer you will find the Ground rise
all at once to five Fathoms, rocky Bottom; it is the same all
along as you go to the S. W. until you come to the Rock that
discovers itself, and at half a Cable's length, eight Fathoms.
This Anchorage is good enough to stop a Tide or two in, but
one quarter of a League to the S. W. that is, nearer to the
aforesaid Rock, you may Anchor in 20 Fathoms, where you
will be out of the strength of the ebb Tide, which runs pretty
strong, here you will be then directly a-breast of the Trees on
the S. W. End of the Island.

Green Isle.
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Red Island is but a Point in Comparison with
Green Isle, they bear from each other viz. From
the Centre of the one, to the Centre of the other,
S. E. by S. and N. W. by N. Distance two
Leagues. *Red Isle* has two Ledges, one stretch-
ing to the S. E. and the other to the E. N. E.
about one League and a half in Length; the
Length of the two Ledges is not sufficiently
known; they ought to be exactly known with
their Soundings and Landmarks taken, by which
they might be avoided. It is the only Part of the
River where you are most frequently obliged to
turn to Windward, therefore that Knowledge
would be of infinite Consequence. In turning be-

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tween *Red Isle* and *Green Isle*, you may approach *Red Isle* within 16 or 17 Fathoms. This Isle has but one Ledge, which stretches E. N. E. and W. S. W. about three quarters of a League.

R E M A R K S.

Ships commonly pass between *Red Isle* and *Green Isle*; you may, notwithstanding, pass to the Northward of *Red Island*.

For to pass to the Northward of *Red Isle*, in going up the River, you must have *Cape Salmon*, that which forms *Rever's Bay*, opens in such a Manner, that you may see, by that opening, two other Mountains which open from that which forms the Cape, and which, to your View, appear to be three little Mountains; and in steering in this Direction, you will pass to the middle Channel, between *Red Isle* and *Bustard Bay*, which we have already spoke of; and lastly, between *Red Isle* and *Lack Point*, which is very long and dangerous: The Course in this Channel is S. W. by S. and N. E. by N.

HARE ISLE, TANKARD ISLAND, DECANter ISLE, AND THE ISLAND OF NOGGIN OF BRANDY.

From *Green Island* to the East Point of *Hare Isle* the Course is E. and W. Distance four Leagues. *Hare Isle* is about three Leagues long, and half a League broad. As the East of said Isle is a small, round, and flat Isle, intirely detached, it is called *Tankard Isle*. A Quarter of a League from the above Point, there is a Ledge of Rocks which breaks at half flood, and is intirely dry at low Water, stretching from *Tankard Isle* N. E. by E. 3° E. almost two Leagues and a half. At the N. E. Point of *Hare Island* there are two little Islands which are dry from one to the other at low Water, called the *Decanthers* and *Noggins* of *Brandy Islands*.

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These little Isles are before the N. E. Point of *Hare Isle*, and bears S. E. from it; they almost join the Land of the great Island; that which is called *Decanter Isle* is the highest Land, the other called the *Noggins of Brandy* bears N. E. from the above, and they are so close to each other, that they can hardly be distinguished separately.

R E M A R K S.

Being at Anchor near the *Noggins of Brandy Isle*, sent the Boat to sound a little Bank which is to the South Side of the said Isle about half a League; the Bank is near two Leagues long N. E. by E. and S. W. by W. and about three Cables length broad, and had upon it about four Fathoms at low Water: This Bank is not sufficiently yet known.

In ranging along the *Noggins of Brandy*, and afterwards in crossing over to the *Pilgrims*, you must cross over this Bank, whereas in coming from *Green Isle* at half a League from the Shore, if you steer S. W. you will pass to the Southward of the said Bank, and will find from 7 to 11 and 12 Fathoms at low Water. This Course is much the shortest and straightest; you must continue the same Course, untill you have *Cape Salmon* open by the S. W. Point of *Hare Isle* and then you should steer S. W. by W. or for a greater Certainty, steer for the great Island of *Kamorasca*, take Care not to approach nearer to the N. E. *Pilgrims* than three quarters of a League. Coming from *Green Isle*, if you are obliged to turn, wait for one third Flood, then you may cross the Bank without any Danger, having five and five and a half Fathoms Water, but you must always take Care to sound for there is no Safety in turning to Windward otherwise in those Parts.

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The N. E. Point of the said Bank bears with *Tanard Island* S. S. E. and N. N. W. three quarters of a League. At the West Point of *Hare Isle* there is a Ledge of Rocks which runs S. S. E. three quarters of a League, for to avoid which, as soon as you are a-breast of the *Noggins*, you must begin to steer for the Second *Pilgrim*, keeping your Lead constantly going. When you are passed *Noggin Island*, you will find nine, eight, and seven and a half Fathoms at high Water, steering S. W. by S. and S. S. W. In this Place the Tide rises from 12 to 15 Feet.

R E M A R K S.

Anchored to the S. W. of *Decanter Isle*, the South End thereof bearing N. N. E. 3° E. two-thirds of a League; the body of *Hare Isle* bearing N. N. W. about one League, in thirteen Fathoms and a half, mixed Gravel and Mud. From this Anchorage, steering to the body of *Hare Isle*, a Cable's length from the Ship found 11 Fathoms, coarse sandy Bottom; the length of two Cables but three Fathoms; and along the Shore of *Hare Isle* from the End of *Decanter Isle* is the same shoal Ground, therefore, you must take particular Care, when in search of the above Anchorage, not to approach too near it, lest you should at once put yourself to the Mercy of the N. E. Winds.

In going from thence towards the *Pilgrims*, in Order to go up the River, you will find 11 or 12 Fathoms Water in the Channel, and you ought at first to steer for the *Pilgrims*, in Order to give a good Birth to *Hare Island*.

Because the whole Ground before-mentioned, stretches still further off as you go to the S. W. than it does from the aforesaid Anchorage. If you should approach this Shoal Ground too much, you will come into seven Fathoms Water; a Rocky Bottom.

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From the West Point of *Hare Isle* runs a Ledge
or Bank S. W. 3° W. two Leagues and a half,
whereof a Part is always dry at low Water; a
great Part of it shews itself; when you have
brought *Cape Eagle* to bear N. W. you are clear
of the Ledge.

DIRECTIONS FOR PASSING HARE ISLAND, AND CLEARING THE SOUTH LEDGE.

After having passed between *Green Isle* and *Red Isle*, you must steer for *Decanter* and *Noggins Isles* which are at the N. E. End of *Hare Island*, and you may pass by them at the Distance of two Cables Length, without any Danger; the Channel is between the S. W. and S. W. by W. As soon as you are a-breast of these Isles, you must steer for the Second *Pilgrims* to bear from you S. S. W. 3° S. which will bring you in a Line with a Mountain on the Main Land. It is in this Direction, keeping the *Pilgrims* and Mountain in one, that you must steer the Channel; for if you do not keep in this Direction of this leading Mark as you cross the River, the Flood or Ebb may carry you too much up or down the River without your perceiving of it, and you must take particular Care not to approach too near the two little Islands below the *Pilgrims*, as they are by no means bold.

THE PILGRIMS.

From *Noggins Island* to the First Island of *Pilgrims* the Distance is three Leagues and a half; the N. E. *Pilgrim* which is the greatest. *Decanter Isle* and *Tankard Isle* are in a Line, viz N. N. E. and S. S. W. the *Pilgrims* are the little Isles which

which range all together about two Leagues along the Shore; only small Vessels can anchor near these Isles, which stretch E. N. E. and W. S. W. you may sail by them at the Distance of three quarters or half a League.

N. B. The First from the East and the Second from the West are not very bold, having no more than five and a half Fathoms one League from the Land towards the East End, and all the Shore between the *Pilgrims* and *Green Isle*, which is about six Leagues, bearing S. W. 5° S. and N. E. 5° N. is very flat, having along it a Chain of Rocks one League and a half off, extending from *Cocoua* to near the N. E. *Pilgrim*, which is a Sandy Flat and stretches off about one League. It would be of great Consequence to know exactly the Extent of the Ledge of the East *Pilgrims*.

R E M A R K S.

A Navigator found himself greatly embarrassed thereby in descending the River, finding himself in five Fathom Water, which made him Anchor at half Ebb, rather than take any other Measures; some being of Opinion that they were on the End of the East Ledge of *Hare Island*; and others that they were on the East *Pilgrim* Ledge.

The above Navigator, in his Remarks, only says, "That the Ledge stretches out into the Offing about a League;" but it is not improbable but he may be deceived in his Estimation.

It is a quarter of a League between this and that from *Hare Isle*, and in the Middle of the Channel by the Direction already given, you will find from 9 to 11 Fathoms in the Channel of the *Pilgrims*; but should you approach too near, you have but 7 and 8 Fathoms Rocky Bottom.

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From the End of the *West Pilgrims* to the great *Kamourasca* for which you must steer when you are a-breast of the *Pilgrims*, the Distance is two Leagues, bearing from each other N. E. by E. and S. W. by W.

This Island of *Kamourasca* is about two or three Leagues in Circumference, and high enough to be seen 9 or 10 Leagues off in clear Weather. There are two other Isles, much less and lower than the former, the Distance from the extream End of one to the other is about one League, bearing N. E. and S. W. you may sail by the largest End, which is the furthest from the Shore, at the Distance of half a League or less, muddy Bottom and good Anchorage every where.

DIRECTIONS FOR CROSSING FROM KAMOURASCA
TO CAPE GOOSE.

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From the great Isle *Kamourasca* to *Cape Green* on the North Shore is E. by N. and S. by W. Distance six Leagues. During this Course, you will find nothing in the Way but the English Bank, on which there are from 20 to 26 Fathoms sandy Bottom; you may anchor on this Bank, which is directly opposite to *Bad Bay*. When you are going to cross in this Passage, you must conform yourself to the Tide you have, and so borrow of that Side that the Tide comes from, viz. If it is Ebb going from the Isle to the Cape, you must steer W. S. W. that is right for the Isle *Coudre*, untill you are a-breast of *Cape Green*.

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CAPE GOOSE.

You may pass by *Cape Goose* at a good distance, to the First *Cove* above and even quite close to the Cape, on which is a great Stone or Rock, which makes that Cove to be called the *Cove of the Great Rock*.

The best Anchorage for large Vessels is in fourteen or fifteen Fathoms. The great Rock bearing N. E. *Cape Goose* E. N. E. 5° N. and *Cape Salmon* will be strait behind it. The S. W. Part of the *Isle Coudre*, even that which appears above low Water to be in a Line with *Cape Torment*, and which ought to bear S. W. Small Vessels may anchor nigher in. The anchoring Ground appears good; the Bottom being a fine Sand. One may also anchor on the Inside of said Cape one half or three quarters of a League, as follows: W. S. W. from it, or one quarter of a League from *Great Rock*, bearing E. N. E. from you.

R E M A R K S.

Many say, that this Anchorage is good for nothing, the Bank being so steep, that if you are surprized with a Squall of Wind from the N. W. though off the Land, that you will run a Risque of bringing home your Anchor, and to be drove by the same Wind on the South Shore, where you will be in danger of loosing your Ship, as has been already seen by Experience, therefore, that the Preference ought to be given to the afore-said Anchorage: Others on the contrary say, that at the Anchorage of the great Rock, at *Cape Goose*, they have never known any Ships to drive with a N. W. Wind; or, that there is not the least likelihood of their being lost on the South shore, as across this Bank the Bottom is every where good, and that the Bank is above two Leagues broad.

Some others pretend that you ought to avoid anchoring in such depths of Water, and that you should not bring up before you

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are in 12 or 14 Fathoms at most, on account of the rapidity of the Current, that otherwise you would run a Risque of driving, the Bank being so very steep.

PASSAGE OF THE ISLE OF COUDRE, AND THE GULPH.

One may anchor at a Part of the *Isle of Coudre* in 15 Fathoms Water, sandy and muddy Bottom; the N. E. Point of said Isle, E. S. E. 5° S. at the Distance of about three Cables length from the Isle, having a Water-Mill on the Sea Shore towards the Habitations on the Main Land, N. W. by N. from you.

R E M A R K S.

Anchored in the *Meadows* in 15 Fathom Water, gray sandy Bottom; *Cape Raven* bearing N. N. W. 5° W. half a League; the Point of the Ledge of the *Isle Coudre*, which is further to the Seaward, W. by S. half a League. Sounded along the *Isle of Coudre*, and observed, that there is no good Anchorage along that Isle, excepting the *Meadows*, having every where else from 35 to 36 Fathoms, rocky Bottom, which would soon cut the Cables, and consequently no one ought to Anchor there but in case of the greatest Necessity: Others assure us, that from the N. E. Point of *Coudre* to the *Meadows* the Bottom is sandy and not rocky, and that one may Anchor there in case of Necessity, without danger.

THE ISLE OF COUDRE'S LEDGE.

There is a Ledge from the Isle which stretches almost to the Whirlpool, and makes the Passage narrow, notwithstanding that, you must take particular Care, especially in descending, not to approach nearer the Main Land than the Isle, least you should be forced into the Whirlpool, for in that Case you would run great Risque of being drove ashore; you must therefore keep as

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near the End of the Ledge as possible, even to 6 or 8 Fathoms, and in that Depth you will be much nearer the Island than the Main Land; the Ledge of the *Isle of Coudre* is a rocky Bank; but at the N. W. End you may sail along it within a Cable's length, and approach, with Lead in Hand, to 7, 8, or 9 Fathoms Water.

The above Observations are useless, as they do not direct you in the Passage of the Gulph or Whirlpool, you must therefore observe the following Marks, which are given by a skilful Navigator, they are just and may be depended on.

The North End of *Coudre* must be open with *Cape Goose* a Cable's length, and if the Weather be clear, you see a little Mountain on the South Shore towards the *Kamourasca* which must be brought about half way between the N. E. End of the Isle and *Cape Goose*, but rather a little nearer the Isle than the Cape, the End of the Ledge bears with the End of the Isle E. by N. and W. by S. In case you find the Current drives you towards the Ledge, and that you cannot avoid it, as soon as ever you come to 8 or at least 7 Fathoms, make ready to Anchor. In going up the River, you are above the Ledge when you can discover a little Mountain on the South Shore near *Pillar Isle* in a Line W. S. W. with the End of the Isle *Coudre*. Being at the End of the Ledge, the S. W. End of *Coudre* bears South 2° East, but the safest Way is to send a Boat to Anchor on the End of the Ledge.

OBSERVATIONS FROM THE GULPH TO THE PASSAGE OF THE TRAVERSE AND BURNT CAPE.

As soon as you have cleared the N. W. End of *Coudre Ledge*, you must hawl in for the Main Land, and sail along it within half a League of the Shore in 10 and 12 Fathoms, in the middle of the Channel you will find 12 or 16 Fathoms Water, and the Soundings diminish as you approach the Ledge, which is but one League at most from the Main, and much less towards *Burnt Cape*; this Ledge breaks almost every where at low Water.

From the Anchorage at the Meadows at the Isle *Coudre* to *Cape Torment*, the Distance is about seven Leagues, the Shore of the Main Land runs N. E. and S. W. and forms seven Capes, each of which is split at the Top. From the anchoring at the *Meadows* to *Cape Hog*, which is about four Leagues and a half, there is a Chain of Rocks over which are Breakers, which stretch out a Cable's length from the Shore.

From *Cape Hog* to *Cape Torment* there is a single Rock under Water, and you must sail along that Shore within a Stone's throw of the Land; if you are obliged to make a Tack in order to make an Anchorage, or in edging it not being very prudent to turn in this Place, you should not approach the Ledge which is off to the S. E. nearer than 10 or 12 Fathoms Water. Being about a-breast of *Cape Mailard* turning to Windward and standing to the S. E. found by soundings 21 Fathoms rocky Bottom, then 19, afterwards 15 Fathoms, then the S. of the *Isle Coudre* was on a Line with *Cape Goose*, and if you was to open the said Cape with the South Point

Point of the *Isle Coudre* only the length of a Ship, you would come at once into three Fathoms; this is *Burnt Cape* Ledge which extends itself into the *Traverse*. In turning between the Main Land and *Burnt Cape* Ledge to the anchoring of *Cape Torment*, you ought to put about and stand in for the Main, as soon as you can find your depth diminish: You may stand in for the Main any where without any dread to nine or ten Fathoms, though you may be very near, at the same Time there is good anchoring every where, and you will find no rocky Bottom but as you approach the Ledge.

There are places where the Channel is narrower than in others, therefore you must have particular Care and Attention to your Lead. The narrowest Part of the Channel is off *Cape Torment*; the Ledge making a Point in this Place which makes it narrow.

MARKS FOR SAILING IN THE CHANNEL BETWEEN
BURNT CAPE LEDGE AND THE MAIN LAND,
UNTIL YOU COME TO THE TRAVERSE OF
GRIMBOUNE.

You must bring the N. W. End of the *Isle Coudre* to bear with the highest of the broken Cliffs; there is no danger in approaching the Land to nine or ten Fathoms.

Being opposite *Grimboune*, and above it you must keep *Cape Torment* open but very little without *Burnt Cape*, and above all you must not shut in the S. W. End of *Rot Isle* with the N. E. End of *Madame's Islands*; in short, in keeping near the Land there is no Kind of danger.

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The best Anchorage, in order to wait for a proper Wind for the Passage of the *Traverse*, is in 12 Fathom Water, muddy Bottom, one quarter of a League from the Land; the *Hill of the Lake* bearing N. W. 5° N. and *Cape Torment* W. S. W.

Observed, that being within half a League of the Cape when it bore N. W. 5° W. the House at the *Little Farm* was in a Line with *Cape Torment*, sounded and had six Fathoms; but you must, by no means, stretch further off the *Red Cape*, as you are very near the *Burnt Cape* Ledge you would be on the Ledge, were you to open all the Land of the *Little Farm* with *Cape Torment*.

The abovesaid Little Land is like an Island in a little Marsh; the narrowest Part of said Channel is opposite *Red Cape*.

THE TRAVERSE.

To pass the *New Traverse* is going up before you quit the Main Land: In going up, you must bring the *Hill of the Lake* to bear N. from you; you must also observe three Summits of Mountains which appear at a great Distance over the Land on the S. Shore; the S. West-ward-most Part of these Summits is much longer than the other two. When you are N. and S. of the *Hill of the Lake*, and you would pass the *Traverse*, you are to take for your leading Marks, a Part of *Rot Isle*, viz. one-fourth or one-third Part from the N. E. End, which you are to bring in a Line with the S. W. Summit above-mentioned, then the middle Summit will be between the N. E. End of *Rot Isle*, and the S. W. End of *Goose Isle*, you are to continue in this Tract until you have opened *St. John's Point*, on the *Isle of Orleans*, with a Point that is on this Side, called the Point of the River *Delphine*. *St. John's Point* must be opened at first the length of two Ships from the other, which Directions you are to steer by until the Trees on the N. E. End of *Rot Isle* be brought in a Line with the

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the *Little Mountain*, the N. E. ward of the three before-mentioned; then you must keep a little more to the Starboard Side, not suffering the two Points to be opened more than the length of two small Vessels. You are to continue in this Course to a convenient Distance from the *Isle of Orleans*, by which you will be clear of every Thing, it is in approaching the *Isle of Orleans* that you will find the least Water.

If, in passing the *Traverse*, you should be much to the N. E. and that you should bring the S. W. End of *Goose Isle* to be in a Line with the middle Summit, you will run to the S. W. End of *Burnt Cape Ledge*, it is therefore certain, that in order to be in the middle Channel, you must bring the aforesaid Summit between that Portion of the *Isle Rot*, and the S. W. End of *Goose Island*.

In taking your leading Marks of the Point of the *Isle of Orleans*, you should keep them too open, so that *Cours Isle* is brought near a Mountain which is towards the *River Ouelle*, which Mountain hath three equal Points, before you can discover the Steeple of *Belle Chasse* over the S. W. End of the *Isle of Rot*, or even to have it more than half a Cable's length, you will run in the N. W. End of a Bank which is opposite to the *Isle of Rot*, which Bank separates the *Old Traverse* from the *New*; but as soon as the *Belle Chasse* is so open, you are clear of it, the Channel is then open, and you have nothing to fear; you will not find less than seven Fathoms at half Flood, and the Place where you will find least Water, is, when you are out of all danger, viz. in approaching the *Isle of Orleans*.

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The Marks that follow for the Passage of the *Traverse* are copied from the Observations of a great Mathematician, taken in 1750, and in passing the *Traverse* also in 1763, by sounding and visiting found that Channel a little altered from what it had been in 1750.

The End of the Ledge which stretched from the *Isle Orleans* doth not extend so far to the N. E. and to the S. as it did, and the little Bank which separates the *Old* from the *New Traverse*, extends more to the Northward.

So that you must observe in passing the Channel of the *Isle of Orleans*, which we have already mentioned, as Marks on which each other on the room of opening them as we have before directed, notwithstanding in keeping them open a little, you will run no Risque of touching.

For the Passage of the *Traverse* in going up the River found that the North Bank is lengthened, and in the Channel you must open Point *St. John's* from the Point of the River *Dolphin* about a Ship's length.

For a cross Mark of the *Traverse*, you must make Use of two Platforms which are higher than *Cape Torment* behind *St. Joachim's*, and to interline them one with the other, viz. to bring *Cape Torment* between the other two until you have *St. John's* shut in.

In coming down the *Traverse* as soon as you have brought them one with another, you must steer for the Hill of the Lake, which is half a League below *Cape Torment*.

There was a Tree on the *Island of Rot* which served as a Mark for the Passage of the *Traverse*; this Tree is now fallen, and the Mountains which are made Use of being far advanced within Land, cannot be seen but in clear Weather: There might be put on the *Isle* a Vista or Land-mark, as it is covered all with Wood, in such Directions that it may serve for a leading Mark for this Passage.

SITUATION OF THE LAND.

Point *St. Lawrence*, and Point *St. John's*, are both on the *Isle Orleans*, bears from each other S. W. by W. 5° S. and N. E. by E. 5° N. Point *St. John's* with that above, and the *Isle of Rot* bearing S. W. by W. 5° W. and N. E. by E. 5° E.

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the Upper End of *Madam's Island* bears with Point *St. John's* W. S. W. and E. N. E. the Lower End of the *Isle Madam*, and the Lower End of the *Island of Orleans* bears North and South.

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By Observations made on the Land, found the Point of the *Island Orleans*, viz. that of *St. John's* and *Point Campagnard*, which serves as Marks for the *New Traverse*, are in a Line with the End of the Ledge which runs to the Eastward of the *Isle Orleans*, and bears with each other N. E. 5° E. and S. W. 5° W. so that in passing the *Traverse* coming down the River by keeping those Points a little open from each other, you will Pass in the Channel a little from the Ledge.

Sounded in the *Traverse*, being near the lower Part of *Madam's Isle*, crossed the River, sounded in an oblique Line E. and W. from *Madam's Isle*, in that Line from four to four Fathoms and a half, from quarter to half Way; from six to nine Fathoms, from half Way to two-thirds; and almost to the Land near *Dolphin River* seven and a half and eight Fathoms, and quite to the Land two Fathoms; therefore it is evident, that the greatest depth of Water is nearest the *Isle of Orleans*, the Ground being better, and you will find less Sea and Current in a N. E. Gale of Wind.

MORANDA'S ROCK.

That which is called *Moranda's Rock*, is a Ledge on the Side of the *Isle of Orleans*, near the N. E. End thereof; and is opposite the House of an Inhabitant of the *Isle Orleans*, whose Name is MORANDA. It continues upwards to the third Point above said House. But a certain Mark to know when you are a-breast of it, is, when you begin to discover, going up, the Steeple of the Town of *Quebec*, over *Point Levi*, and continues until you see said Town open with said Point, which will

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Orleans; there are Land Marks on the N. W.
Part of the *Isle*. You will see some very remark-
able Points on the Upland, towards *Lorme* and
Beau Port, and the Directions are, never to bring
the said Point of the *Isle Orleans* to bear from you
W. by N.

As soon as you discover the Town open with
the *Point Levi*, you may then approach the *Isle*
Orleans as near as you please, as that Part of the
Isle is very bold; but the Rocks before-mentioned
are very dangerous. Should a Ship strike on these
Rocks she may be seen from the Town over *Point*
Levi, as we have already mentioned.

R E M A R K S.

Anchored off *St. Patrick's Hole* and *Beau Mont's Ledge*.
Anchored at *St. Patrick's Hole*, the *Isle of Orleans* N. and S.
from *Beau Mont's Falls*, in 12 or 13 Fathoms Water, black
course sandy Bottom: The Anchorage is almost on a rocky Bot-
tom every where, until you are about half a League behind *St.*
Lawrence.

ST. PATRICK'S HOLE.

St. Patrick's Hole is a Bason three Leagues from
Quebec, into which runs a Brook, the Anchorage
is in 15 Fathom Water, in a Line with the said
Hole and a little Mountain on the South Shore,
which Mountain bears with the said Hole about
S. S. W. and N. N. E. and *Point St. Lawrence*, or
with a long low Point which is on the South Shore
E 2 towards

towards *Durantage*, bearing E. by N. the upper Point of the *Isle of Orleans* bearing W. by N. 5° W.

You must Remark, that the little Mountain, which we have already mentioned, on the South Shore, bearing S. S. W. from *St. Patrick's Hole*, is the Place from whence *Beau Mont's* Ledge begins, and continues from thence near a League down the River; opposite a Point which is very remarkable by a great Rock which stands by it; this Point is directly E. S. E. from *Point St. Lawrence*. The said Ledge extends into the Channel more than one-third of the breadth thereof; the narrowest Part of the Channel is opposite *Point St. Lawrence*.

BASON OF QUEBEC AND THE ANCHORAGE BEFORE IT.

Anchored before *Quebec*. The S. W. End of the *Isle Orleans* a little open with the *Priest's Point*, and the same Time the Steeple of the *Recolets*, on the S. W. End of the General's House, in 18 and 20 Fathoms, gray sandy Bottom.

It is an excellent Spot to place Moorings for a Fleet, it being about the middle of the River.

The King's Ships hitherto generally bring up more to the Southward, which is a bad Road, having 22 and 23 Fathoms, rocky Bottom.

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The Anchorage is very good, even further in, viz. opposite the Citadel, provided you are not on the rocky Bottom, which is along the South Shore. Sounded the *Bason of Quebec*, and found that all the Shore from *Point Levi* to *Point Priest* is very bold, and not a Fusce Shot from the Shore you will have nine Fathom Water. Many People pretend to say, that there are many Heads of Rocks further off than that, which is a Thing so very essential, that it ought to be carefully enquired into.

There is a rocky Bank at *Point Levi*, which extends only to the Point of the *Isle Orleans*, the Bottom is very irregular, and in many Places you will find only four Fathom Water, therefore you must give a good Birth to that Point; you may approach the *Isle of Orleans* here about, as near as you please.

The Shore of *Beau Port* is full of sand Banks, and Rocks; there is one hath a Point that extends near the middle of the Bason, this Bank hath been a great while unknown, there is no more than three Fathom Water on it at low Water.

The following are the Marks for avoiding it.

OBSERVATIONS FOR AVOIDING THE BANK DISCOVERED IN THE MIDDLE OF THE BASON BETWEEN ORLEANS AND QUEBEC.

When you enter the Bason of *Quebec*, ranging the *Isle Orleans*, the Steeple of the Church of *Beau Port* should bear N. W. 5° W. one should by no means stretch further to the N. W.

You

You will discover the Road of *Quebec* in the S. W. which is terminated on the N. W. Side by *Cape Diamond*, and the S. E. by *Priest Point*; the Road is terminated by tollerable high and even Land going from one to the other.

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